













## TRANSPORTATION

**Hawkins' Omnibus Line**  
**LEAVES MIDDLE**  
Leaves town every morning (Sundays except  
11 o'clock) and arrives at Louisville at 9 o'clock.  
Leaves Louisville at 4 o'clock, and arrives at Middle-  
town at 11 o'clock.  
Passengers will be called for who leave their names at  
Stable, on Third street, opposite the post office.  
Kirk's stable, 25  
Main street, at  
Middletown.  
Fare from Louisville to the Fair Grounds 10 cents; to  
an 18 cents; to Middletown 25 cents.  
Comfort, cheapness, speed, and safety. Ask what we  
can do for you. **W. H. HAWKINS, Proprietor.**

Line will be permanent.

We will also take charge of and deliver small  
sags at the end of and any where along the line, at  
moderating terms. ask dfr

**FOR WASHINGTON CITY,  
Baltimore, Philadelphia,  
NEW YORK, & C.  
Fast direct through Line for the East.  
BALTIMORE & OHIO**

**RAILROAD!**  
THIS GREAT WORK OF INTERNATIONAL IMPROVEMENT, 375 miles from Wheeling to Chicago, and to Washington, was opened to the river in January, 1858, and has now been fully completed and approved, both as a freight and passenger line. This road is located in a romantic country, is carefully constructed, fully equipped, and carefully managed, and is thus rendered an attractive as well as a safe line for travelers. The late completion of the Ohio and Columbus river bridge, at Columbus, Wheeling, adds greatly to the importance of this

**THE ONLY THROUGH TICKETS BETWEEN LOUISVILLE AND THE NATIONAL METROPOLIS** sold by this road, which runs direct to Washington and back, are the only ones of the kind. It is the only way by which baggage can be checked through from Baltimore to the West. At Baltimore the road has a direct connection with the Railroad to Philadelphia and New York City. Passengers going East from Louisville, may proceed steamer to Cincinnati, and there take the Railroad westward or eastward, or may leave Louisville by the Tennessee Railroad direct.

The Mail Steamers leave Louisville daily for Cincinnati where they arrive so as to connect with the Railroad for New York, Philadelphia, &c. For F. R., see page 60.

bus, connecting there with Central Ohio Railroad, Hugh Newark and Zanesville to Sealeys, on the Ohio and Erie Railroad, and from there to Zanesville. To place the connection with the B. and O. Railroad is direct. By express train of this route, the time from Cincinnati to Zanesville is less than 30 hours, and through less than 29 hours.

**HUGH TICKETS** are sold as follows: By mail carriers to Cincinnati, from Louisville to Washington, Baltimore and Philadelphia, and by express, at the rate of \$3.50. To be had of F. CARTER, Ticket Agent, at the east corner of Third and Water streets, Louisville.

We are to ask for tickets by the Baltimore and Ohio Railroad.

**HUGH TICKETS** may also be had at the office of Jeffersonville Railroad for the Baltimore and Ohio Railroad.

**WHEELING**—To Wheeling the passenger takes the motor cars of the B. and O. Railroad, which leave Baltimore at 5:15 a. m. and Philadelphia at 10:15 a. m. (or Philadelphia) by close connection, arriving in less than 10 hours, including stoppage. For speed, regularity, beauty of the country, and general comfort, this is the best route.

**RIGHTS**—With the largest equipment of any Railroad in the United States, the company is prepared to accommodate the passenger in the most comfortable coaches, which are carried with care and dispatch, and at rates as low as those of any other first class line. The road is operated by the Baltimore and Ohio Railroad Co.

ste of Baltimore with the Railroad to Philadelphia  
 New York, steamers of Ericsson and Baltimore  
 Steamship Company's line, by canal and sea, to New  
 York and Boston, steamers to Norfolk, Charleston, Sa-  
 vannah, &c.  
 For particulars see freight tariff, copies of which may  
 be had of any of the Forwarding Houses in the West.  
 JOHN S. DONE,  
 Master of Transportation, Baltimore.

**WINTER ARRANGEMENT.**  
 1856. Commencing January 7. 1856.

**Little Miami Railroad,**  
VIA COLUMBUS.  
EXCLUSIVELY AN EASTERN ROUTE.  
Quickest, Shortest, and Most Direct.  
**LIGHTNING EXPRESS**  
Through to Columbus, Crestline, and Cleveland,  
without change of cars. By any other route passen-  
gers and baggage change cars.  
The only route with Three Daily Trains to Cleveland,  
Akron, and Buffalo, by the uniform gauge and with-  
out ferries.  
The only route with reliable connection to Pittsburg.  
The only route to Wheeling and Staupenville.

The Little Miami, via Columbus being the shortest, quick, and direct route to Cincinnati. The Little Miami is the only line that is made with ease. Connections are certain. Passengers are not subject to delay, and have full time for meals, which is a great comfort to the traveler. The Little Miami runs from Cincinnati via Milford, 17 miles east of Cincinnati, connects at Columbus, Crestline, and Cleveland, with Trains for all the principal places in the West. The Little Miami is the shortest route, enables a uniform and safe speed, and every other route from Cincinnati a dangerous speed required and a much longer time to overcome distance, which makes connections uncertain.

**LINE VIA LITTLE MIAMI ROUTE.**  
From Cincinnati to

OLUMBUS in 3½ hours;  
CLEVELAND in 5½ hours;  
DUNKIRK in 1½ hours;  
BUFFALO in 1½ hours;  
ALBANY in 2½ hours;  
NEW YORK in 3½ hours;  
BOSTON in 2½ hours;  
CRESTLINE in 6 hours;  
PITTSBURGH in 14 hours;  
PHILADELPHIA in 30½ hours;  
WHEELING in 10 hours.

**BALTIMORE** in 25c hours;  
**WASHINGTON** in 28 hours;  
**PHILADELPHIA** in 30 hours.  
**ST. CINCINNATI** in 32 hours.  
 Baggage checked from Cincinnati to Wheeling, Bal-  
 more, Pittsburg, Cleveland, Dunkirk, and Buffalo.  
 The Little Blue is the Eastern line report.

**Four Daily Trains.**

**FIRST TRAIN**—Cleveland, Pittsburg, Scranton, Erie, and  
 heading Lightning Express, leaving Cincinnati at 8 a.  
 m., for all the Eastern cities. Also, Springfield and  
 Newark; Circleville, Lancaster, and Zanesville; Blaine,  
 and other Ohio cities.  
 Through to Columbus, Crestline, and Cleveland, and  
 other change of cars.

**SECOND TRAIN**—Express Mail leaves Cincinnati at 10  
 clock, a. m., for all the eastern cities.

**HOOD TRAIN.**—Accommodation, leaves Cincinnati at 8:00 P. M., for Springfield, Circleville and Lancaster, Columbus and Philadelphia, Philadelphia, Baltimore.

**FOURTH TRAIN.**—Cleveland and Pittsburgh Night Express, leaves Cincinnati at 6:00 P. M., for Cleveland, Columbus, Philadelphia, Baltimore, New York, New York, Philadelphia, Philadelphia, and New York.

**One train on Sunday at 2:30 P. M., for Columbus.**

**Trains run by Columbus time, 7 minutes faster than Cincinnati.**

**THROUGH TICKETS.**

For all information, can be obtained, the New Orleans, No. 2 Burner, House Building, W. E. O'Connell, Ticket Agent, No. 177 Front Office, Gibson House Building, ALAN. HAMILTON, Ticket Agent, or at the Old Office.

Senior House; or at the Eastern (Little Miami) Depot,  
Front Street.  
Office hours from 4 1/2 to 5 P. M. until 9 1/4 P. M.  
P. W. STRADER, General Agent.  
THE OMNIBUS LINE  
Call for passengers at all the principal Hotels, for each  
of every train. By leaving directions at either of the  
offices, will call for passengers in all parts of the  
city without fail.  
H. B. EGGLEGS, Conductor.  
NEW ALBANY & SALEM RAILROAD.  
CHANGE OF RUNNING TIME

## ON AND AFTER WEDNESDAY

Next, 10 a.m. instant, Trains will run on the New Albany schedule. Admitted to the following:

Express Trains will leave New Albany daily, (Sundays excepted), at 9 a. m., connecting at Greencastle with the Chicago and New York, and at Louisville with the Louisville and Nashville, and at St. Louis, and arriving at Michigan City at 10:30 a. m., and Chicago at 7:30 a. m., making close connections with trains hence for Milwaukee, Rock Island, and Galena, and at Chicago with the Chicago and North Western, Central Road, for Detroit, Niagara Falls, New York, London, &c.

Express Trains South will leave Michigan City at 11:15 p. m., and arrive at New Albany next day at 4:30 p. m., in time to put passengers into Louisville same

Freight Trains will leave New Albany as usual at 6  
 A. M. every day, Sunday excepted.  
 J. B. ANDERSON, Sup'r.  
 New Albany and Salem R. R. Co.  
  
 LOUISVILLE TO CHICAGO ST.  
 TRAINS LEAVE NEW ALBANY  
 daily (Sundays excepted) at 3:30 A. M., running  
 direct through to Chicago, connecting there with all  
 lines for the West and Northwest, leaving there same

This Train connects at Greenacres with Trains of  
 the Haute and Richmond Railroad for ST. LOUIS,  
 and the WEST, CROCKETT, and CHEAP-  
 ERIE routes to that point. Also with the main  
 line with Trains of Michigan Central Railroad for De-  
 mot, Buffalo, Niagara Falls, and all Eastern cities.  
 Tickets for all the principal points East and West  
 may be had at the office of the Leavitts and Portland  
 Railroad Company, 562 Main street.  
 Passengers for all the principal points East and West  
 in any part of the city without extra charge.  
 JOHN B. ANDERSON, Superintendent.  
 H. STEVENS, General Ticket Agent.

Louisville, New Albany, Lafayette, and Chicago  
**DAILY EXPRESS.**  
**AMERICAN**  
**EXPRESS COMPANY.**  
 CASH CAPITAL PAID IN, \$750,000.  
 Proprietors:  
 WELLS, BUTTERFIELD & CO., New York.

**THE ONLY EXPRESS LINE**  
running through to Chicago by passenger trains.  
Freight taken care of by the Chicago Express  
Twenty-four hours in advance of other Express  
lines.  
American Express Company will dispatch Special  
Messengers, by passenger trains, daily between  
San Francisco, New Albany, Chicago, and intermediate  
points, for the transportation of Bank Notes, Coin, val-  
uable Packages, and other valuables.  
Prompt attention given to the Collection of Bills  
and other demands, by our own agents.  
Express Linemen, and Drivers, at San Francisco and west-  
ward, California, Australia, and other ports.

our facilities are unequaled by any other line.  
 our long experience and well known responsibility  
 our sufficient guarantee that all business entrusted to  
 us will have promptness and dispatch.  
 Goods called for in any part of the city.  
 FRANK TRYON, Agent, 481 Main.